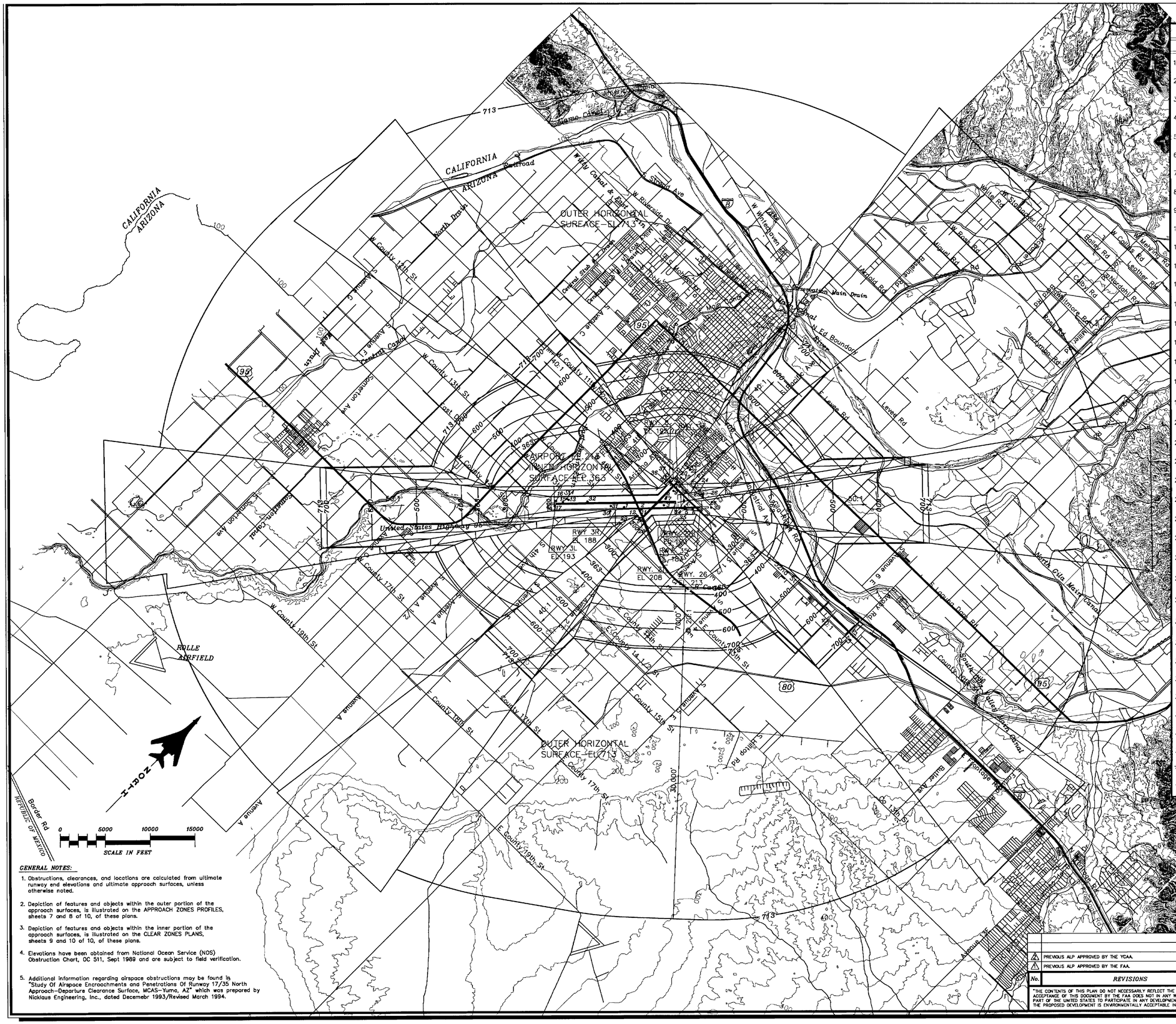

OBSTRUCTION TABLE

Description	Elevation (MSL)	Obstruction	Disposition	Runway
1. WINDSOCK	UP TO 203'	14' OBSTRUCTION TO THE PRIMARY SURFACE	RELOCATE OR LIGHT	3L–21R
2. SIGN	UP TO 191'	7' OBSTRUCTION TO THE PRIMARY SURFACE	NOTED–NAVAID	3R–21L
3. WINDSOCK	UP TO 212'	20' OBSTRUCTION TO THE PRIMARY SURFACE	RELOCATE OR LIGHT	3L–21R
4. SIGN	UP TO 208'	8' OBSTRUCTION TO THE PRIMARY SURFACE	NOTED–NAVAID	3R–21L
5. SIGN	UP TO 208'	8' OBSTRUCTION TO THE PRIMARY SURFACE	NOTED–NAVAID	3R–21L
6. WINDSOCK	UP TO 224'	18' OBSTRUCTION TO THE PRIMARY SURFACE	RELOCATE OR LIGHT	3R–21L
7. CANOPY POLE	UP TO 213'	23' OBSTRUCTION TO THE PRIMARY SURFACE	LIGHTED	3L–21R
8. GLIDESLOPE ANT OL	UP TO 223'	34' OBSTRUCTION TO THE PRIMARY SURFACE	LIGHTED	17–35
9. ANEMOMETER OL	UP TO 216'	22' OBSTRUCTION TO THE PRIMARY SURFACE	LIGHTED	17–35
10. WINDSOCK	UP TO 212'	16' OBSTRUCTION TO THE PRIMARY SURFACE	TO BE RELOCATED	17–35
11. BUSH	UP TO 190'	10' OBSTRUCTION TO THE PRIMARY SURFACE	REMOVE	17–35
12. WINDSOCK	UP TO 198'	15' OBSTRUCTION TO THE PRIMARY SURFACE	RELOCATE OR LIGHT	17–35
13. BUSH	UP TO 202'	10' OBSTRUCTION TO THE PRIMARY SURFACE	REMOVE	3L–21R
14. GLIDESLOPE ANT OL	UP TO 235'	43' OBSTRUCTION TO THE PRIMARY SURFACE	LIGHTED	3L–21R
15. WINDSOCK	UP TO 212'	19' OBSTRUCTION TO THE PRIMARY SURFACE	RELOCATE OR LIGHT	3L–21R
16. RADAR REFLECTOR	UP TO 206'	13' OBSTRUCTION TO THE PRIMARY SURFACE	NOTED–NAVAID	3L–21R
17. RUBBLE	UP TO 195'	2' OBSTRUCTION TO THE PRIMARY SURFACE	REMOVE	3L–21R
18. WINDSOCK	UP TO 213'	18' OBSTRUCTION TO THE PRIMARY SURFACE	TO BE RELOCATED	8–26
19. SIGN	UP TO 213'	3' OBSTRUCTION TO THE PRIMARY SURFACE	RELOCATE	17–35
20. ROAD	UP TO 200'	7' OBSTRUCTION TO THE APPROACH SURFACE	REQUEST AERONAUTICAL STUDY	17–35
21. TREE	UP TO 283'	42' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE	17–35
22. TREE	UP TO 282'	41' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE	17–35
23. TREE	UP TO 271'	20' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE	17–35
24. ANTENNA OL	UP TO 296'	1' OBSTRUCTION TO THE TRANSITION SURFACE	LIGHTED	3L–21R
25. TREE	UP TO 270'	24' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE	3L–21R
26. BUSH	UP TO 266'	17' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE	3L–21R
27. WINDMILL	UP TO 256'	7' OBSTRUCTION TO THE APPROACH SURFACE	RELOCATE OR LIGHT	3L–21R
28. BUSH	UP TO 189'	5' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE	17–35
29. BUSH	UP TO 193'	7' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE	17–35
30. TACAN OL	UP TO 216'	18' OBSTRUCTION TO THE APPROACH SURFACE	LIGHTED	3R–21L
31. RADAR OL	UP TO 217'	18' OBSTRUCTION TO THE APPROACH SURFACE	LIGHTED	3R–21L
32. ARRESTING GEAR	UP TO 199'	3' OBSTRUCTION TO THE PRIMARY SUFACE	LIGHT	3L–21R
33. BUILDING OL	UP TO 210'	3' OBSTRUCTION TO THE APPROACH SURFACE	LIGHTED	3L–21R
34. LOCALIZER OL	UP TO 207'	1' OBSTRUCTION TO THE APPROACH SURFACE	LIGHTED	3L–21R
35. ATCT OL	UP TO 347'	32' OBSTRUCTION TO THE TRANSITION SURFACE	LIGHTED	3R–21L
36. FENCE	UP TO 202'	1' OBSTRUCTION TO THE APPROACH SURFACE	TO BE RELOCATED	08–26
37. ROAD	UP TO 208'	5' OBSTRUCTION TO THE APPROACH SURFACE	REQUEST AERONAUTICAL STUDY	08–26
~~38. SIGNS~~	~~UP TO 241.4'~~	~~3.4' OBSTRUCTION TO THE APPROACH SURFACE~~	~~REMOVE OR LIGHT~~	~~08–26~~
39. ROAD	UP TO 225'	12' OBSTRUCTION TO THE APPROACH SURFACE	REQUEST AERONAUTICAL STUDY	3R–21L

OBSTRUCTION LEGEND

•' OBSTRUCTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheets 7 and 8 of 10, of these plans.
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the CLEAR ZONES PLANS, sheets 9 and 10 of 10, of these plans.
4. Elevations have been obtained from National Ocean Service (NOS) Obstruction Chart, OC 511, Sept 1989 and are subject to field verification.
5. Additional information regarding airspace obstructions may be found in "Study Of Airspace Encroachments and Penetrations Of Runway 17/35 North Approach–Departure Clearance Surface, MCAS–Yuma, AZ" which was prepared by Nicklaus Engineering, Inc., dated Decemebr 1993/Revised March 1994.

No.	REVISIONS	DATE	BY	APP'D
2	PREVIOUS ALP APPROVED BY THE YCAA.	9/14/92	---	EMT
1	PREVIOUS ALP APPROVED BY THE FAA.	8/16/92	---	JPM

"THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

YUMA INTERNATIONAL AIRPORT
YUMA COUNTY AIRPORT AUTHORITY

PART 77 AIRSPACE PLAN

YUMA, ARIZIONA

PLANNED BY: Chris Kuyumin
DETAILED BY: W.S. Kelland
APPROVED BY: James M. Harris, P.E.

October 5, 1999 | SHEET 6 OF 10

Coffman Associates
Airport Consultants